

2.5 Removal of 300 points cap and bonus points for Groups 2 & 3 with exception of Junior Dragster.

NRC Outcome: Approved / Approved with Modification / Not Approved

NOTES:

RULEBOOK REFERENCE:

2.12 SUMMIT RACING EQUIPMENT SPORTSMAN SERIES, Points Cap and Event Winner Bonus Points, page 81.

RULE SUBMISSION INTENT:

The intent is to ensure the best performing racer in each bracket wins the Australian title. Rewarding those prepared to support the sport by investing their time and money to travel far and wide and have the skills/luck to go rounds and earn points.

To ensure the winner does not suffer the indignity of being awarded the status of champion when they know full well someone else had a far better season than they did.

To prevent racers investing in the sport from walking away when they have been robbed of a championship by the unfair 300 cap.

PROPOSED ADMENDMENT:

Totally remove the points cap and award the championship to the racer with the most accrued points in each bracket at the end of the grand finals. Retaining the one event travel bonus as is but removing the event win and runner up bonus points.

CLASSES AFFECTED:

All Group 4, 3 and 2 with exception of Junior Dragster.

Removal of 300 points cap and bonus points for Groups 2 & 3 with exception of Junior Dragster.

How does this rule protect the safety of participants and spectators?

It looks after the mental wellbeing of racers, their partners & crew, preventing a team who has had an outstanding season from becoming disillusioned with the sport, it also prevents a racer/team who within themselves knows they were not the most successful racer that season from feeling the win was hollow, and from suffering the indignity associated with that some may feel, be it perceived or otherwise.

Spectators are unaffected.

How is this rule a positive step for the sport?

It may encourage more racers to travel.

It prevents racers having an extraordinary season from being "robbed" of a title they earned and deserved.

It rewards the racers/teams who are supporting the sport by traveling to more events, helping grow those events in competitor numbers and in turn the eyes of the paying spectators by providing a bigger spectacle.

It ensures the best racer in each class wins the title preventing hollow victories and the negative mental aspects associated with that some people may experience.

It is an easy to comprehend formula, for racers & spectators alike.

It brings the championship in line with traditional means of winning a championship.

It makes the Title meaningful and more fulfilling for the winners.

What is the positive impact of the rule on other classes and brackets?

All brackets are affected equally, all racers can easily understand the points system. More racers may be encouraged to travel should their aim be a national title, rather than relying on a couple of good local events, one outside their division and a good/lucky grand final showing. Crowds have the potential to see more interstate racers. Racers will benefit from racing against those they may not otherwise have the opportunity to do so.

The best performing racer over the entire season will be crowned Australian champion.

Commentators can be given notes on each bracket at the grand finals outlining who has won if that is the case or who racing needs to do what to win. This was sadly missing at this year's grand finals robbing spectators & racers the sense of occasion and excitement, as many brackets were decided on the day.

It makes the Title meaningful and more fulfilling for the winners.

How does the rule ensure increased opportunity for even competition?

This rule change does not affect any "fairness" or even competition. Australian titles should not be easy to win, racers should have to invest time, money and have the skill to perform well. Our dial in system prevents "those able to afford to travel" from "buying" a title. Lots of racers go to many events and rarely go to final.

Describe how the rule is practical and enforceable.

Very practical and totally enforceable.

Describe how the cost of complying with the rule is reasonable for competitors.

There is NO cost of complying with the rule. Racers are free to decide when and where they choose to compete on individual financial and logistical circumstances.